Draft Criteria

Prioritization of New Arterial Interchanges for Existing Freeways

Guiding Policy: Consistency with MAG RTP

To the extent feasible, criteria used to rank interchanges will be consistent with those used in the RTP to assess alternatives and rank projects.

Draft Potential Criteria:

	Key Criteria	Notes
1	Local Agency Support	Letter needed
2	Demand (Total Ramp ADT) > [minimum cutoff]	From available RTP model runs
3	Cost	From available estimates
4	Cost-effectiveness (\$/Total Ramp ADT)	Minimum cutoff possible
5	Previous Commitments	
6	Other RTP Criteria (specify)	

A short-list of criteria to be used in this initial assessment and ranking of interchanges is required. The criteria may be weighted. Local agencies are encouraged to submit any technical information needed for the evaluation of the interchanges.

Criteria other than the ones listed above may be suggested at the Workshop for inclusion on the short-list. If suggested criteria are inconsistent with RTP criteria or policy then they will not be used, at least in this initial analysis. They may be used later in the RTP process.

For example, one suggestion has been to maximize the use of regional funding by requiring cost sharing. After ranking based on other criteria, new interchanges proposed by local jurisdictions could then be advanced or ranked higher depending on the amount of cost sharing committed by the local agency for that interchange.

However, a policy on cost sharing has not been established for projects eligible for funding in the RTP process and one cannot therefore be set in this review for interchanges. When projects are considered in the RTP process, such criteria may be considered then.

Note proposed interchanges will be eliminated from consideration if at any time fatal flaws are identified. Fatal flaws include any unacceptable potential environmental or community impacts.

Final rankings or priorities for all regional transportation facilities will be determined in the RTP process.